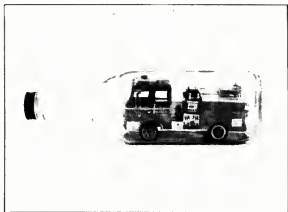


THE BOTTLE SHIPWRIGHT

NO. 4 1984



The Journal of the Ships-In-Bottles Association of America

THE BOTTLE SHIPWRIGHT is the Journal of the Ship-In-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The Journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships-in-bottles.

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MEMBERSHIP in the Association is open to any person regardless of ability as a ship-in-bottle builder. For a membership application please write to the Membership Chairman Robin Lee Harris-Freedman, 245 North Fifth St., Harrisburg, PA 17110, USA. Annual dues are \$10.00 for North American members and \$12.00 overseas.

ARTICLES AND PHOTOGRAPHS for publication in The Bottle Shipwright should be sent to the editor at P.O. Box 550, Coronado, California 92118 USA. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material but the Association cannot be responsible for possible loss or damage. The editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. All of your articles will be welcomed. Deadline for submission of material is the last day of the second month of each quarter.

Jack Hinkley, President; Don Hubbard, Editor
Per Christensen, Graphics; Lee Selin, Distribution
Robin Harris-Freedman, Membership; Alan Rogerson, Cover Printing



IF THIS BOX IS MARKED YOUR QUES ARE ONE

SEND TO S.I.B.A.A., P.O. BOX 550, CORONADO, CA 92118

COVER SUBMITTERS In addition to building ships, Harold B. Writing of Plainfield, New Jersey, is an expert at putting touches in bottles. This issue features an article by Harold outlining his technique. The cover photo shows one of his excellent models.



FROM THE PRESIDENT

I extend a welcome to all the new members in behalf of the Association. I hope that each of you will enjoy your membership, that you will find our Journal, THE BOTTLE SHIPWRIGHT, not only informative and interesting but that you will contribute to its content from time to time with photographs of your work and with ideas, suggestions and drawings of methods you use in building your models.

A big thank to member Jim Devision of Royal Oak, Michigan, who has taken hold of the program to produce a patch for members to wear on appropriate occasions. He has ordered some samples for design approval prior to ordering. The patch is 4 inches in diameter and a replica of the design conceived and prepared for us by Mrs Christensen in Denmark. The final patch will be produced in color. If you have failed to let Jim know how many patches you would like to have there is still time. Once a post card to Jim at 1624 Wickham Ave., Royal Oak, MI 48067 to let him know you are interested. Price per patch will be a very small \$2.00 which includes the cost of mailing. Thanks again Jim, and thanks to to all the members who wrote with suggestions or offers to help in securing patches. Your interest is very much appreciated and is what helps make our Association great.

Summer has inevitably drawn to a close and if your shipyard has been shut down in the interest of summer activities I'm sure you will soon be pushing open the door. Once you get in there you can blow away the dust and get a little more done on that favorite model you began last spring, or begin on that dream boat you thought about during those hot August days. We wish you much success and all the enjoyment you deserve as you work at this traditional nautical craft that we love so well. As your work is finished we would like to see what you have done, but don't neglect your own neighborhood. Shuttled ships make great displays which are always in demand in public buildings and during local events. Very often a query at the library will bring an enthusiastic response and an offer to put up a display. Newspaper stories and even TV interviews are also quickly offered to people in our business. So look and ask around and use your collection to bring enjoyment to your neighbors. And when you do, mention our Association. We have had many new members join our ranks after seeing some public display. And good building to you.

Jack

Jack Hinkley, your fun-loving Kel-Doo

INDEX TO THIS ISSUE (Volume 2, Number 4)

| | |
|---|----------------|
| FROM THE PRESIDENT by Jack Hinkley..... | 1 |
| EDITOR'S NOTES..... | 2 |
| PUTTING A TRUCK IN A BOTTLE by Harold B. Whiting..... | 3 |
| NEW BOOKS BY MEMBERS..... | 6 |
| LINE PROJECTIONS by Harold C. Gish..... | 6 |
| WELCOME TO THE NEW MEMBERS..... | 8 |
| THE TONED KAWAYNA SHIP by Don Hubbard..... | 10 |
| FROM AND ABOUT THE MEMBERS..... | 12 |
| HINTS FOR BETTER BUILDING AND OTHER GREAT IDEAS..... | 14 |
| THE CARTOON PAGE..... | 16 |
| THE SHIP-IN-BOTTLE LITERECOR PAGE..... | 17 |
| CAPTAINS FOR BACK COVER PHOTOS..... | 18 |
| TALL SHIPS VISIT TORONTO by Alan Rogerson..... | Special Insert |



EDITORS NOTE

How do you like our new cover? My appeal for help didn't fall on deaf ears (change that to read "blind eye"), Alan Ferguson, of Toronto, is a partner in a printing shop, and has volunteered to devote a year of wrap-around covers to help us out. In the process he has pre-printed the masthead on all the cover stock in color to add a bit more dash to our pub. To Alan and to all the rest of you who have so quickly responded to my appeal (including Larry Dzielich of Seldovia, Alaska, who signed up for six more years) my most sincere thanks and appreciation.

One fine suggestion came from Jim Devison who is coordinating the effort to obtain our watermarked patches. Says Jim: "Why not include a membership application with the next edition of Bottle Shipwright so that current members can present them to new prospective members? What better salesman could we have than our own enthusiastic people?" The suggestion made sense to me, so along with this issue you will find the necessary form to begin your personal enlisting campaign. Let's all know, if each current member gets another member, and then if each one of them gets another, ad infinitum, we could become a potent political force, to say nothing of the newsletters we could put out. However! So get 'em guys!

The mail brought me a very finely done magazine, THE APPRENTICE, from the Apprenticeship, Sea Street, Box 539, Rockport, Maine. The shop specializes in building and teaching the building of traditional wooden craft and their 35 page Journal is a treasure of excellent photos, drawings and plans. I have sent them copies of Bottle Shipwright 1 through 3-84 and they will be receiving this one as well. I have also suggested that they use the mailing list sent out with 2-84 to mail copies to all of our members as of that date. I hope they do. I know you will all enjoy this publication. If you then wish to continue receiving it a donation will add your name to their mailing list. Those of you who were not members when 2-84 was mailed might drop them a line and ask for a sample copy.

Beginning with the 1-85 edition, Bottle Shipwright will be coming to you one month earlier than in the past. That is, the 1-85 edition should be in your mailbox about December 1st rather than January 1st. This is a small logistic change which will permit us to assemble 1-85 in the less busy month of November and there are similar advantages throughout the rest of the year.


DON HEWARD



THE ROCKPORT APPRENTICESHIP

Sea Street
Rockport, Maine 04856

PUTTING A TRUCK IN A BOTTLE

By

Harold B. Whiting

You have all seen the big 18 wheeler transfer trucks rolling down the highway, and you are certainly familiar with buses, vans and pickups. Now you have your chance to put one in a bottle. The technique is not difficult, and if you can bottle a ship you should be able to tackle a truck. What you need are tools, patience and the ingenuity and know-how to improvise.

Here are the basic tools I use: A lathe for turning wheels (The Gremel lathe works OK, but if you have access to a larger lathe with 3 three or four jaw chuck this is better). A drill press, a table top saw, and a soldering gun. I also have a large number of wire coat hangers which I cut and straighten. These can be bent to different shapes or the ends can be modified for different uses. I have ground many down to a fine point, flattened some for scraping and have used some to fasten paint brushes, razor blades and even fine jig saw blades to. Finally, you will need a long flexible gripper of some sort. I bought mine from Brackstones, a mail order house in Peterborough, NH.

I use balsa wood for all my truck bodies. It is soft and easy to cut and handle. My wheels are turned on the lathe from birch or maple dowels in 1/4, 1 and 1 1/8 inch diameters. All my big rigs use the 1 1/8 inch size.

A 1.5 liter Marinchemnitz wire bottle is better for buses, vans and pickups since it gives you a good horizontal base and has an opening wide enough so that you do not have to split the bottle to get them in the bottle. The bottles best suited for the large trucks are vertical 3 liter Aladen wire bottles.

Let's begin with a model to fit the Marinchemnitz bottle. Begin by selecting the base side and paint this grey inside to simulate the street. As with a ship, you build the model outside the bottle after preparing a plan on paper to determine a height, width and length that will work comfortably in your bottle. For buses, vans and pickups the entire vehicle is built upon a floorboard (as opposed to a chassis which is the base for the larger trucks). The usual measurement for the floorboard is about 6 inches in length and no wider than 1 1/2 to 2 inches. The floorboard is cut in half lengthwise to fit in the bottle. Cementing on the wheel axles will hold the two pieces together once inside. The bottle neck on the Marinchemnitz bottle is large enough so that a one inch wheel will fit through without getting it to reduce its size. Turn the wheels on your lathe from one inch doweling or buy ready-made wheels at your local hobby store (but check the fit when you do). Make sure that all parts are painted before putting in the bottle.

The procedure for assembling the wheels and floorboard is as follows. Cut two 1/2 inch by 3/8 inch by 1 1/2 inch blocks of wood to set the floorboard pieces on in the bottle. Fasten your wheels to the two axles outside the bottle, then slide each axle into the bottle, lay in place on the raised and backed floorboard and cement. You will note that if the floorboard had not been raised the wheels would have kept the axles from making contact with the boards. Finally, when dry, remove the "hold up" blocks and insert the floorboard with attached wheels. This assembly can now be positioned in the bottle and glued down to the grey "pavement". I use five minute epoxy to anchor the vehicle to the base as it is quite strong and holds fast.

Now proceed to build the rest of the model on the floorboard. Remember, the neck of the bottle is no more than an inch wide so each piece will have to be cut a bit smaller than this to fit. I always place my sides, hood, back and top together on the floorboard, and then start to cement them to the floorboard beginning with one side, then back, then other side, etc. (See illustration)

My larger trucks are cut into 3 liter Almaden bottles. The procedure is not too different with the exception that the floorboard rests on a chassis and because of the 3/4 inch bottle neck the wheels and axles must be assembled inside the bottle. The 1 1/8 inch wheels must be cut (slightly off center so that the hole is not disturbed) and then painted, then the pieces are rejoined after insertion. Since assembly of the wheels must be done in the bottle I have developed one or two tricks to help. In order to get the proper spacing for the double rear wheels I drop a small metal nut into the bottle. Using a gripper I press the axle into the first wheel and then push this further down into the nut. This permits the axle to penetrate far enough through wheel one to allow wheel two (the outer wheel) to fit properly. Once these two wheels are cemented in place the axle is reversed and the same procedure repeated on the other end. The nut is a construction device only and is removed after the wheels are assembled.

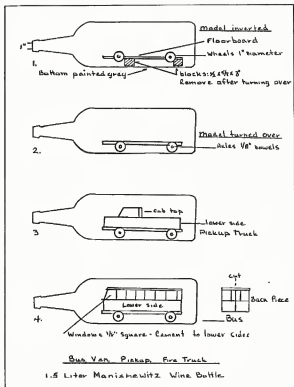
To set the axles in place, notches are cut in the long chassis and this is set inverted on the two blocks. The middle axle is set in place first to anchor bridge and for balance, and then the fore and aft ones. Once dry the chassis with attached wheels is turned right side up, the wheels cemented to the "street" and the floorboard attached to form the working base for the rest of the model. The illustrations probably describe the procedure better than I can put it into words.

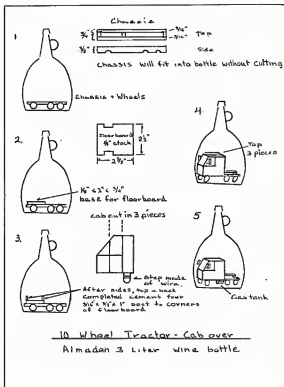
In building my models I use 5 Minute Epoxy, Testor's Wood Glue, Araldite and, occasionally, white cement. The models are painted with Testor's paint which comes in 1/4 oz. bottles and is quick drying and easy to handle.

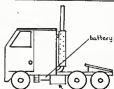
If you require any further information write to me and I will be glad to respond. PLEASE ENCLOSE A SELF-ADDRESSED, STAMPED ENVELOPE. Meanwhile, good luck to you on your bottled trucks. I hope I have offered you something different and challenging to occupy your time.

Harold Whiting
872 Spencer Avenue,
Plainfield, NJ 07060
USA

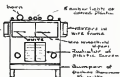
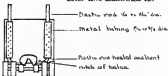








stare wet slightly off course
 from the lake + Alameda to south
 bank, up the river a good



| Cub Dimensions | |
|----------------|--------|
| Length | 2 3/4" |
| Width | 2 1/2" |
| Height | 2 1/2" |





NEW BOOKS

Two of our members have new books on the art of "bottling" on the market. I say, "bottling" instead of "Ship Bottling" because both books deal with "Objects-in-bottles, as well as ships. Both authors have written other books on bottling ships as well, so in both cases you can count on receiving a publication written by a recognized expert in the field.

Jack Newham's new book, still carries the title of his original book, "Modelling Ships in Bottles". It is, in fact, an updated and enlarged edition of the first. The new book has 100 pages and describes, in detail, many of his models made since 1970, as well as many figure and puzzle models, models in light bulbs and tanks etc. Sizes range from 5/32nd" to models in one gallon whiskey bottles.

Cost of the book is 9 Pounds 50 and it is being distributed by Patrick Stephens Limited, Book Publishers and Distributors, Basingstoke Estate, Basingstoke, Hants, RG2 2GB.

Per Christensen's book is written in Danish and is entitled, TING OG SAGER I FLASKEN, which literally translates to THINGS AND SACHS IN BOTTLES. Per is a graphic designer (and the creator of our fine Insignia and masthead) so you need not fear the Danish language, his illustrations make up for it. Per's book has 112 pages and measures 22 X 22 CM (about 9 inches square). You can order the book directly from Per. His address: Størbjergvej 33, DK-6260, ESAA, 808000. Cost will be about \$12.00 plus mailing costs.



The cover of Per Christensen's new book

LINE PROTECTORS

By

Harold C. Ellis

The enjoyable task of getting a ship in a bottle can be spoiled by the lines fouling in the neck of the bottle or by an inadvertently dropped globule of cement during transport. These aggravations may be alleviated by temporarily protecting the lines with sleeves:



Satisfactory plastic tubes may be obtained by girdling the insulation on a piece of 10 gauge electrical wire and then slipping the insulation off like a sleeve. Lines may be fished through these sleeves either singly or in groups using a wire as shown. Use one sleeve for the ship's lines, one for the port lines and one for fore and aft lines. If the lines are to be doubled back and taped to the outside of the bottleneck, the sleeves should stop at the opening. If a group is to be pulled through a sleeve it helps to first wet the lines together, although it is possible when lines are already in the sleeve to fish another line through. Don't get in trouble by using lines that are too short. I allow all of two feet per line and find the surplus gets used up on other models. And birds just love to get the small unusable pieces for their nests.

NEW



MEMBERS

WELCOME TO THE NEW MEMBERS

The Apprenticeship, Sea Street, P.O. Box 535, Rockport, ME 04056
Alice A. De Bow, 4415 Long Branch Ave., San Diego, CA 92107
Robert G. De Bow, 4415 Long Branch Ave., San Diego, CA 92107
George Deneky, 258 Madison Ave., New York, NY 10028
Nick DeLuca, 6 Fulton St., New York, NY 10014
Norman H. Helms, 3409 MacArthur Dr., Murrysville, PA 15068
Parker M. Loney, P.O. Box 1282, Port Dover, Ontario, Canada, N0A 5N0
Dana Miller, 0505 Ash. Manda Ave., NE, Albuquerque, NM 87111
Ted Scarfiel, 600 Arroyo Dr., San Diego, CA 92103
John Sullivan, 183 Foote St., San Francisco, CA 94112

ADDRESS CHANGE

William Carlyle, Kait Hill Superette, 1 Road St., Papeete, New Zealand
Ramin Lee Harris-Freedman, 2425 North Fifth St., Harrisburg, PA 17110
George Pionick, 8145 Viola St., Springfield, VA 22152
J. Peyton Richardson, 3910 N. St. NW, Washington, DC 20007

THE TOMOSE KABAYAMA Ship

by

Don Hubbard

There have been several approving comments concerning Tomose Kabayama's model of the Sloop Von Hameburg which appeared on the rear cover of Bottle Shipwright 2-84. Obviously the model was put into the bottle using a technique which differs from the usual hinged mast, ball the thread technique which most of us use, so it was no surprise to receive a request from a member (Fred Wardar, Springfield, MA) for a how-to article on the procedure. Fortunately I have had the opportunity to watch the Japanese bottle a ship using the technique developed by their leader, Jun Ozecki and then, in the last issue of the Japanese magazine, S&P SUTSU, some very fine photos and drawings appeared showing a similar vessel, LE PROTECTOR, built by Mr. Kabayama.

From the photos (both these and those in SS 2-84) it is obvious that the first step involved cutting the hull block into separate pieces. I have used this technique myself and from my own experience I find it easiest to do this before the final shaping of the hull. The sections are cut and then prepared for rejoining by cleaning the places. Since the hull will have to be reconstructed inside the bottle the ends of the sections are slightly tapered so that they more readily slide into their respective mating places. By sealing the segments together outside the bottle with your usual bottling tools first. If it won't work there it surely won't work inside.

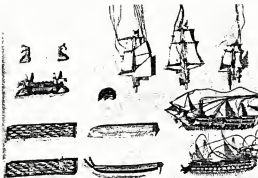
The masts are lowered into place in the hull once the basic model is assembled and on its stand in the bottle. Holes have been pre-drilled directly down into the keel on the upper deck. To make the masts the two upper sections are tightly joined together and the holes drilled, either by hand, or for better accuracy by a drill press set at the correct angle.

The shrouds are fabricated and attached to the hull. Extension lines at the top are left to run out of the bottle when the hull is put in place. The extension lines are fed through holes in the mast, and the mast literally slides down the lines into place. Fore and aft stays are worked in the same way. Once the mast is properly stepped, the extension lines are either cemented in place and cut, or they are run down to the deck and tied to small blocks which have been provided there for the purpose. Which procedure to use will depend on the effect desired, i.e. where the line is supposed to end on the model.

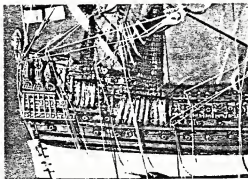
The remaining small pieces such as rail/ree, ladders, or whatever, are now added and the model completed.

Segmenting the hull and running the masts down lines into place does permit a great deal of freedom to the modeler. Much more detail can be added to the hull since the bulk which must pass through the bottle neck has been reduced in size, and the risk of damage to the individual masts is also minimized. Let me add, however, that Mr. Kabayama's model is one very fine job no matter what the technique. If you want one like it prepare to devote a great many hours to the building and to the fine detail which he has added. I would like to add my own personal congratulations to this very skilled builder.

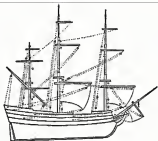
DON HUBBARD



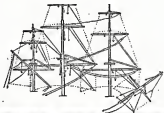
BREAKDOWN OF KAGAWA'S MODEL, LE PROTECTEUR, BEFORE ASSEMBLY (Note shroud and stay extensions on model hulls, lower right)



DETAILS ON ANOTHER OF KAGAWA'S MODELS, THE SOVEREIGN OF THE SEAS



LE PROTECTEUR - FIRST AND SECOND

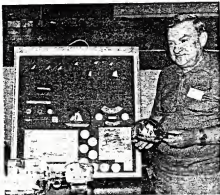


THE COMPLETED MODEL IN
PREPARATION FOR BOATLING



FROM THE MEMBERS

PARKER R. LORRY, (Port Dover, Ontario, Canada) became a member of our Association after running into Alan Ferguson at the Carol Days Craft Show in Port Colborne, Ontario, Canada. This clipping of Parker and some of his models appeared in the Northshore Times, July 27, 1983. His first ship-in-bottle was built in 1962 during his five year stint in the Royal Canadian Navy.



Parker R. Lorry of Port Dover and his model boats were part of the Fishermen's Exhibition held in Port Dover on the weekend. Mr. Lorry owned a hobby shop in town for 32 years before retiring four years ago to devote all his time to his hobby. (Staff Photo)

JOHN HADLEY, (Corasopolis, PA), our president, appeared in a 2 1/2 minute TV slot showing his bottling his latest model. His joining caused the TV cameramen assigned to do the shooting, "You're certainly being paid a lot of money to sit around and wait for glue to dry!" The show was run on the Pittsburgh evening news in June and netted us at least one new member.

AL GALT, (Pennsauken, NJ) gave a presentation of his techniques of bottling ships to an enthusiastic crowd of 120 members of the Pennsylvania, Delaware Valley Woodcarvers Association in July. BILL JOHNSON, (Langhorne, PA), one of our members and editor of their newsletter, ODSB AND GDSB, sent along a report of the talk and kindly included a plug for our outfit in the last edition of his publication.

POLE HASS, (Løngjerg, Denmark) has been commissioned to build a model of the clipper ship

CORNER by a German visitor whose grandfather had served on board. To Paul's surprise, when doing his research on the ship, he discovered that CORNER was built in Denmark in 1855 right near his home. In its day the clipper CORNER was one of the fastest and largest of its kind. Four bottled models of the ship were built by Paul and all have been sold.

RALPH PRESTON, (Wrooski, VT) is working away on his large scale model of the CHARLES W. FORDAW. Ralph specializes in building full scale models in bottle and his work is extremely detailed. As of his last letter he had just finished working on the 11 figures who will grace his ship and he calculates that each one cost about 75 - 80 hours time. Scheduled completion of this monumental work is set for this winter. Ralph means it when he says, "MET THE BOTTLE."

MED ALEXANDER, (Castro Valley, CA) attended the dedication ceremony when the USS Schooner UNPAPA was listed as a National Historic Monument by the National Park Service at the Golden Gate National Recreation Area, San Francisco. Med sent a brochure from the ceremony and commented: "I did a lot of work on that ship over the years and put her in drydock over six times." Med is now putting her into a bottle showing a wharf with the C. A. THAYER.

RANDY PRITCHARD, (Brewer, Utah) taught a young, 12 year old Boy Scout, SHANE OSBORN, to bottle ships and the last built a Gloucester schooner in a 32 or ketchup bottle, complete with a lighthouse in the background. Shane received the Rodmaking Merit Badge for his work after approval by the Senior Scout Leader in Southern Utah. Randy's five year old daughter is working on S/S # 3. "The work still looks like the work of a five year old, but is getting better. Now that little kid is begging me to do a square rigger. The first crew were schooners."

HINTS FOR BETTER BIDDING AND OTHER GREAT IDEAS *****

K & L ENTERPRISES has introduced a hand held Dowel Shaver which permits making small dowels to any exact size by hand. Send for literature by writing P.O. Box 1079, Badley's Crossroads, VA, Zip code 22841.

PETER J. KIRO (Montreal, Canada) I have noted several inquiries relating to getting thread or rigging through holes. I have found an ordinary "broadener" to be more efficient than stiffening the ends of the thread with glue. Broadeners can be bought in any shop specializing in sewing or knitting and in some of the larger department stores. When you buy them they look like figure 1, below, but in order to work properly the end needs to be made more pointed, as shown in the second illustration. This can be done by squeezing them with a pair of ordinary tweezers.



Fig 1.



Fig 2.

As an alternative, a supplement to the threader can be made by taking a piece of electrical cord, perhaps 6 inches long, and unswelling it. Inside there are lots of very thin copper wires which can be folded in half, spread at the joint end with the tweezers and used as a fairly good threader."

NORM HELINE (Murrysville, PA) "Here is tip for those fortunate people who live in an area where the Hawthorn tree grows. The Hawthorn "thorn" makes an ideal awl. In our part of Pennsylvania they range in length from 2 1/2 to 3" (63 to 75 mm). When dried the thorn is hard wood but will also bend and will stand a lot of drilling without splitting. Nature has designed it with a very nice taper and a little light scraping is all that is required to clean it up. Anyone who is living in an area where there are no thorn trees (where I should have lived as a young boy. My Dad was always digging them out of my feet), and would like to try them, please send me a self-addressed stamped envelope and I will be happy to send you some. Let me know the approximate length you need." Norman Heline, 3409 RockArthur Dr., Murrysville, PA 15065

BOB HEDBOM (Coronado, CA) Cyanoacrylate adhesive (Hot Stuff, Crazy Glue, Super Glue, Etc.) is enjoyable to work with, but squeezing it out of the tube each time you need some is wasteful. Instead, place a few drops in the plastic cap of a Kodak film canister and tilt it with a glob of plasticine under one side. The glue will not react with the plastic and will remain liquid for several hours. Meanwhile you can dip into it with a slender rod and apply it precisely where you want, without waste.

Plasticine (modelling clay) is wonderful stuff and not just for creating scenes. It can be used to make a quick and easy model building stand. Simply form up a rectangular cube of it about an inch longer than your model and perhaps 1" X 1" wide and deep, and wrap this in thin plastic wrap. Now cement two 5/8 inch brass escutcheon rails (with heads removed) into holes drilled at each end of the rail bottom. Push these down into the clay. Unless it is terribly hot this anchors the model well and lets you move it this way and that to work. What about tensioning the thread? Cut several 3/4 inch long slits vertically down into one of those plastic film canisters that house Kodak 35mm film. Pierce the bottom of the canister with a long nail and push this into one end of the block of clay. Four threads can be drawn to whatever tension is required, and then secured in place by pushing them down into the slits in the plastic. The tag ends are easily pushed into the canister and the canister sealed with its original plastic cap for storage.

Another small block of plasticine can be kept handy to hold pins, small drill bits, drying spacers and the like. Just push them gently into the clay and there they will remain until needed.

JOHN BUNTON, (Pewsey, Wiltshire, England) has in an updated address for **ARGUS BOOKS** after Bill Jordan's report of "no forwarding address" in Battle Shipwright 3-84. The new address is: Argus Books Ltd., P.O. Box 35, Hemel Hempstead, Herts, HP2 4SS, England.



Cartoon by Otto Palsen, Hamburg, G. Germany



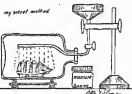
F. 208 Per Christensen, Esaa., Denmark



From Per Christensen, *Eyes, Denmark*



From P.D. Deacon, McGill Bay, BC, Canada



Captain by Otto Palzer, Saarbrücken, W. Germany



Cartoon by Lew Freedman, Oakland, CA

THE SHIP-IN-BOTTLE LITERICK PAGE

HAROLD W. SAID, "I SHOULD LIKE
TO BOTTLE A MOTOR BIKE.
BUT ALAS, AT FULL THROTTLE
HE DROVE RIGHT THROUGH THE BOTTLE.
NOW HE IS RACING AT KLONDIKE."
(PER CHRISTENSEN)

AMONGST THE ROBES, RED AND PALE,
PER'S SHIPS WERE ON SHOW, NOT FOR SALE.
BUT THE THORNS FROM THE PLANTS
TOOK A HOLE IN HIS PANTS
AND AS AN EXHIBITIONIST HE WAS PUT INTO JAIL.
(PER CHRISTENSEN)

DON HUBBARD ONCE SAILED THE SEAS
HE WAS ADDRESSED AS SDR, PLEASE
NOW HE PAINTS SHIPS
EATS OUR NEWSPAPER CLIPS
AND FILLS BOTTLESHOP BOTTLES WITH EASE
(ROBERT HARRIS FREEDMAN)

ONCE, A SHIP BOTTLER NAMED TOM
BOTTLED A SHIP THAT WAS A REAL WHOM.
THOUGH IT WON THE FIRST PRIZE
IT WAS JUST A BENGALINE,
'CAUSE HE HAD WHITTLED THE TRINK FROM BALDNEY.
(JACK HENLEY)

A KIDNAP SHIP BOTTLER NAMED YAGLE
BOTTLED ANYTHING HE COULD FINGGLE
HIS WIFE SAID, "OY VAY!
NOT A WASTE OF A DAY"
WHEN HE BOTTLED SOME LOK AND A BAGLE.
(DON HUBBARD)



CAPTIONS FOR THE BACK COVER PHOTOS

1. STU RING (Pensacola, FL) sent in this photo of his gent in a bottle holding a model in his hand while he reads the directions which state, "Assure bottle fit before building the model." If you look closely you will see that a second smaller bottle on top doesn't quite make it through the bottle neck. Not a very common snag in our hobby, having the ship fit but not the bottle.

2. SWANNN by Jack Hinkley in one liter Goodies Gin bottle. This beautiful little model did not survive the trip from Jack's home in Pittsburgh to Los Angeles, and was returned to Jack floating freely around in the bottle. All her masts and bowsprit were broken and there was damage to one of her paddlewheels. Jack has managed to extract her from the bottle and is in the process of rebuilding.

3. CUTTYSAWK with studding sails set, by GLENN BRUN (New York, NY) Glenn solved the problem of the stizen braces leading forward by attaching them to the stays just aft of the salmast where the stays pass through the hole in the mast. This permits them to slack off when the masts are layed back.

4. Before bottling photo of a finely detailed model of a Chesapeake Bay Skipjack by GEORGE PINTON (Halifax, NS).

5. SWEA, builder unknown. Photo and info sent by RUSSELL R. ROWLEY (Seattle, WA). The neck of the bottle is broken off and sealed, the sea consists of two slabs of painted wood lying side by side and rotated to simulate waves. The bowsprit is missing and on the bow there is a blue flag with a white star in the center.

6. PRINCESS ALICE, builder unknown. Photo and info sent by RUSSELL R. ROWLEY (Seattle, WA). This appears to be a lumber schooner. The hull and spars are made of cedar and the sails are of silk and are literally stitched to the mast to size them up.

7. Two bottles with sawhorses and hupkasas in them. Photo and info sent by RUSSELL R. ROWLEY (Seattle, WA). The larger bottle is pre-1800 and has a blade of tin and other parts of soft wood. The smaller bottle was made by Russell, himself, using teak, white pine, white oak, red oak and mahogany.

VIEW OF THE INTERIOR
OF A BOTTLE



Don Southampton



The recent visit to Toronto of some 20 "Tall Ships" caused a lot of excitement and some disappointment here. The media hype created the impression of a "Tall Ships" gathering, even though only four or five vessels could legitimately be called "Tall Ships." The larger ships such as "Eagle", "Gorch Fock", "Simon Bolivar" etc. can not come down the St. Lawrence Seaway into the Great Lakes because of low overhanging power lines. Most of the "Tall Ships" were scheduled to go to Halifax and then to Liverpool, England following the meet in Quebec city. Below are photos I took of the more interesting vessels to visit Toronto.

written by Alan Rogerson, Toronto



ZAROSLA CZARNY

148 Ft. 3 mast Schooner

Polish Training Ship received services when Marquis died off Bermuda July 2.



CIUDAD DE INCA

126 Ft. Brig built in Spain

Orlen Western Square Rigger still in active service.



PROVIDENCE

110 Ft. U.S. Ketch

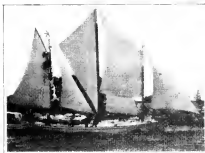
Replica of the vessel commanded by John Paul Jones in 1776.



W. E. T. S. K. L. L. O. N. G.

120 Ft. 2 mast - Coasting Schooner

Built 1838 to Key West to lay telegraph cable



CHRISTIAN VENTURA

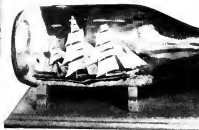
76 Ft. 3 mast Staysail Schooner Born Bermuda
Training vessel



1



2



3



4



5



6



7